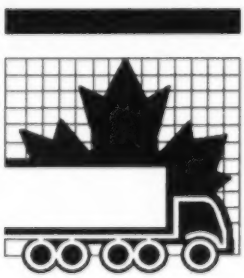
Task Force on Vehicle Weights and Dimensions Policy

Heavy Truck Weight and Dimension Limits for Interprovincial Operations in Canada

Resulting From
The Federal-Provincial-Territorial Memorandum of Understanding
on Interprovincial Weights and Dimensions



Summary Information

May 1999

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Introduction

In February 1988, the Council of Ministers of Transportation and Highway Safety endorsed a Memorandum of Understanding designed to improve uniformity in regulations covering weights and dimensions of four types of commercial vehicles operating between provinces and territories on a nationwide highway system. Since the original agreement was established, two amendments have been prepared and endorsed by all participating jurisdictions.

In September 1991 the number of vehicle configurations covered by the national standards agreement was increased from four to eight. The additional configurations included:

Category 5: Straight Truck
Category 6: Truck - Pony Trailer
Category 7: Truck - Full Trailer
Category 8: Intercity Bus

In July 1994 changes were made to the dimensional limits applicable to Categories 1 through 4 as follows:

- the maximum length of semitrailers was increased from 14.65 metres (48 feet) to 16.2 metres (53 feet)
- the overall length limit applicable to double trailer combinations was increased from 23 metres (75 feet) to 25 metres (82 feet)

In June 1997 a series of amendments were made to the standards contained in the MOU as follows:

Dimension Limits:

- the box length limit for truck-pony trailer and truck-full trailer configurations was increased to 20 metres.
- the maximum hitch offset was standardized for all configurations at 1.8 meters.
- the minimum wheelbase requirement for all semitrailers, pony trailers and full trailers was standardized at 6.25 m.
- the interaxle spacing between the axle(s) on the lead trailer and the converter dolly of A and C Train Doubles can be less than 3.0 m, but weight limit restrictions apply.
- the fifth wheel position on the lead trailer of a B Train must not be located more than 0.3 meters behind the center of the last axle on the lead semitrailer.

Weight Limits:

- the steering axle weight limit on straight trucks was increased to 7250 kg.
- weight limit caps on the second trailer of A and C train double trailer combinations were removed and replaced by the requirement that the weight of the tractor drive axles + the weight of the lead trailer axles must be greater than the weight of the second trailer.

Clarifications and Common Interpretations:

- vehicles which are fitted with lift axles will be recognized as meeting the "national standards", provided that when the lift axles are raised, all other requirements are met. (Note: In accepting this recommendation jurisdictions can chose to eliminate any liftable axles from the determination of axle and/or gross vehicle weight limits for a vehicle)

Under the terms of this Memorandum of Understanding, each of the provinces and territories will permit vehicles which comply with the appropriate weights and dimensions described in the following section to travel on a designated system of highways in their jurisdiction.

It should be recognized that each jurisdiction continues to retain authority to allow more liberal weights and dimensions, or different types of vehicle configurations, for trucking operations within their jurisdiction. In addition, for trucking operations which take place between adjacent jurisdictions with compatible weight and dimension regulations which are more liberal than those specified in this document, the local regulations will prevail.

For further information on the Memorandum of Understanding, please contact the appropriate authority in each participating jurisdiction:

British Columbia	(604) 387-6278
Alberta	(403) 340-5189
Saskatchewan	(306) 787-4801
Manitoba	(204) 945-3898
Ontario	(416) 235-3587
Quebec	(418) 643-2235
New Brunswick	(506) 453-2802
Nova Scotia	(902) 424-7283
Prince Edward Island	(902) 368-5185
Newfoundland	(709) 729-3454
Yukon	(403) 667-4320
Northwest Territories	(403) 873-7406

The Federal - Provincial - Territorial Memorandum of Understanding on Interprovincial Weights and Dimensions

The Provincial and Territorial governments in Canada have authority over the weight and dimension limits which apply to the highways within their boundaries. The Memorandum of Understanding on Interprovincial Weights and Dimensions (MOU) is intended to provide improved uniformity in weight and dimension limits through establishment of minimum and/or maximum thresholds acceptable to all jurisdictions for eight configurations of vehicles commonly used in interprovincial transportation.

General Conditions

A vehicle meets the requirements of the Memorandum when all of the following conditions are met:

1. It has all of the characteristics provided for below for the following eight categories:

Category 1:	Tractor Semitrailer
Category 2:	A Train Double
Category 3:	B Train Double
Category 4:	C Train Double
Category 5:	Straight Truck
Category 6:	Truck - Pony Trailer
Category 7:	Truck - Full Trailer
Category 8:	Intercity Bus

2. Its height, including load, does not exceed 4.15 metres

3. Its width, including load but excluding mirrors, lamps, and load covering or securing devices, does not exceed 2.6 metres

4. Its length, including load, does not exceed:

Category 1:	Tractor Semitrailer	23 metres
Category 2:	A Train Double	25 metres
Category 3:	B Train Double	25 metres
Category 4:	C Train Double	25 metres
Category 5:	Straight Truck	12.5 metres
Category 6:	Truck - Pony Trailer	23 metres
Category 7:	Truck - Full Trailer	23 metres
Category 8:	Intercity Bus	14 metres

5. Its Gross Combination Weight does not exceed:

Category 1:	Tractor Semitrailer	46 500 kg
Category 2:	A Train Double	53 500 kg
Category 3:	B Train Double	62 500 kg
Category 4:	C Train Double	58 500 kg
Category 5:	Straight Truck	24 250 kg
Category 6:	Truck - Pony Trailer	45 250 kg
Category 7:	Truck - Full Trailer	53 500 kg
Category 8:	Intercity Bus	24 250 kg

6. Its axle load does not exceed the weight limit stipulated for each axle type in its vehicle category, it being understood that the load shared between adjacent axles in a group must not vary by any more than 1000 kg.

7. Its axle load does not exceed the lesser of the maximum rated capacity of any single component of the axle, suspension or braking system, the rated capacity of the tires, or 10 kg/mm of tire width (with a minimum tire width of 150 mm)

8. Each semitrailer has only one axle group consisting of either a single axle or a tandem or tridem group that will achieve equalized load sharing between axles in the group. This does not necessarily preclude the use of independently suspended axles or axle groups in the tandem or tridem categories, provided load equalization can be demonstrated.

9. Its axle loads and Gross Combination Weight do not exceed the limits stipulated for each axle and vehicle type, recognizing that jurisdictions will not have legislated or published tolerances concerning the enforcement of the local legislation.

Additional Conditions and Restrictions

Under the terms of the Memorandum of Understanding jurisdictions can limit the load on any single tire to a maximum of 3000 kg, based on the research done in support of the agreement.

The weight limits of several jurisdictions are also subject to seasonal restrictions, primarily during the spring thaw period. As the timing and nature of these restrictions vary by province, carriers should contact provincial authorities directly for specific details.

The use of liftable axles is discouraged or prohibited in a number of jurisdictions, primarily in western Canada.

The province of British Columbia requires that highway tractors use engines which meet a minimum ratio of gross weight to horsepower of 150 kg/hp. In addition, vehicle combinations with gross weights in excess of 38,000 kg must employ tractors with tandem drive axles.

Interpretations and Clarifications

In July 1994 an additional section was added to the MOU to elaborate on, or clarify, specific provisions of the agreement, based on consensus reached through discussion by the participating jurisdictions. As issues or questions arise in the future, this section is expected to be expanded to include the consensus reached on each issue.

As of June 1997, three issues are addressed in this section:

1. **Dromedary Boxes on Tractors (July 1994) -**
   It is understood that all jurisdictions will permit load to be carried on tractors for vehicles which comply with the provisions applicable to Category 1 - Tractor Semitrailer.

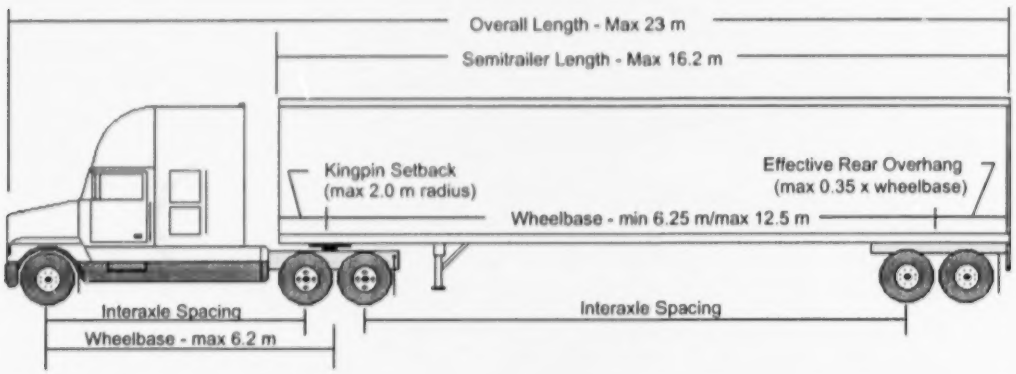
2. **Category 3 - B Train Configurations (July 1994) -**
   It is understood that the provisions applicable to Category 3 - B Train Double do not preclude the use of a tridem axle configuration on the second semitrailer.

3. **All Categories - Vehicles Fitted with Liftable Axles (June 1997) -**
   It is understood that vehicles which are fitted with liftable axles will be recognized as meeting the requirements of this Memorandum of Understanding provided that, *when the lift axles are raised, all other requirements are met*.

   It is further understood that participating jurisdictions can chose to eliminate any liftable axles from the determination of axle and/or gross vehicle weight limits for a vehicle.

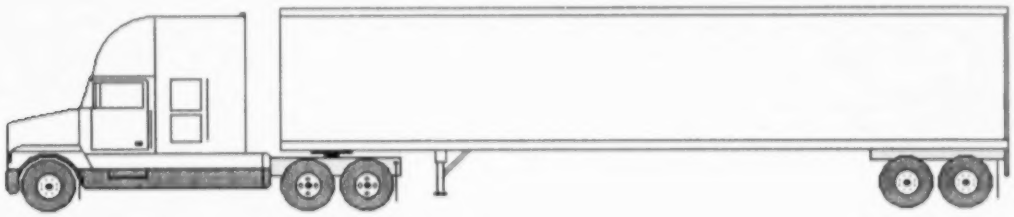
Category 1: Tractor Semitrailer

Part 1 - Dimension Limits


Overall Length - Max 23 m
Semitrailer Length - Max 16.2 m
Kingpin Setback
(max 2.0 m radius)
Effective Rear Overhang
(max 0.35 x wheelbase)
Wheelbase - min 6.25 m/max 12.5 m
Interaxle Spacing
Wheelbase - max 6.2 m
Interaxle Spacing

DIMENSION	LIMIT
Overall Length	Maximum 23 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Tractor:	
Wheelbase	Maximum 6.2 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Semitrailer	
Length	Maximum 16.2 m
Wheelbase	
Single, Tandem or Tridem Axle Group	Minimum 6.25 m/Maximum 12.5 m
Kingpin Setback	Maximum 2.0 m radius
Effective Rear Overhang	Maximum 35% of wheelbase
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle Spread	Minimum 2.4 m/Maximum 3.7 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
Interaxle Spacings	
Single Axle to Single, Tandem or Tridem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m
Tandem Axle to Tridem Axle	Minimum 5.5 m

Category 1: Tractor Semitrailer
Part 2 - Weight Limits



Max 5500 kg

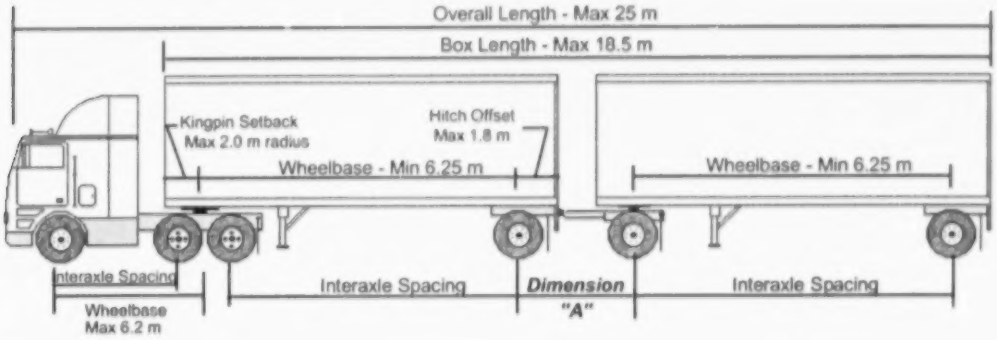
Single Axle - Max 9100 kg
Tandem Axle - Max 17 000 kg

Single Axle - Max 9100 kg
Tandem Axle - Max 17 000 kg
Tridem Axle - Spread:
2.4 m to < 3.0 m - Max 21 000 kg
3.0 m to < 3.6 m - Max 23 000 kg
3.6 m to 3.7 m - Max 24 000 kg

WEIGHT	LIMIT
Axle Weights:	
Steering Axle	Maximum 5500 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Tridem Axle:	
Axle Spread 2.4 m - less than 3.0 m	Maximum 21 000 kg
Axle Spread 3.0 m - less than 3.6 m	Maximum 23 000 kg
Axle Spread 3.6 m - 3.7 m	Maximum 24 000 kg
Gross Vehicle Weight Limits	
Three Axles	Maximum 23 700 kg
Four Axles	Maximum 31 600 kg
Five Axles	Maximum 39 500 kg
Six Axles - with 2.4 to < 3.0 m spread tridem	Maximum 43 500 kg
with 3.0 m to < 3.6 m spread tridem	Maximum 45 500 kg
with 3.6 to 3.7 m spread tridem	Maximum 46 500 kg

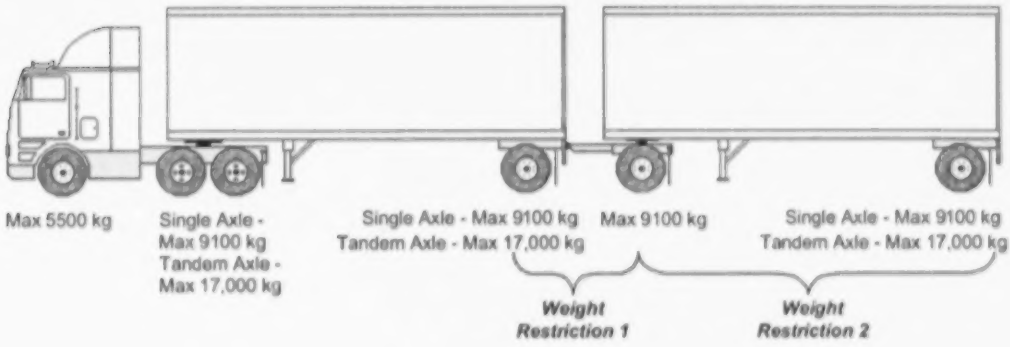
Category 2: A Train Double

Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 25 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Maximum 18.5 m
Tractor:	
Wheelbase	Maximum 6.2 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Lead Semitrailer	
Wheelbase	Minimum 6.25 m
Kingpin Setback	Maximum 2.0 m radius
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Hitch Offset	Maximum 1.8 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
Second Semitrailer or Full Trailer	
Wheelbase	Minimum 6.25 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
Interaxle Spacings	
Single Axle to Single or Tandem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m
Dimension "A" (from the centre of last axle on the lead semitrailer to the centre of the first axle on the converter dolly or second trailer)	Not controlled

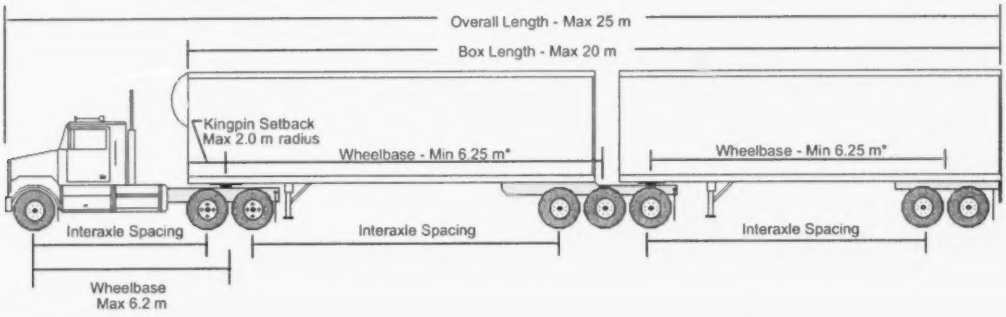
Category 2: A Train Double
Part 2 - Weight Limits


Max 5500 kg
Single Axle - Max 9100 kg Tandem Axle - Max 17,000 kg
Single Axle - Max 9100 kg Tandem Axle - Max 17,000 kg
Max 9100 kg
Single Axle - Max 9100 kg Tandem Axle - Max 17,000 kg
Weight Restriction 1
Weight Restriction 2

WEIGHT	LIMIT
Axle Weight Limits:	
Steering Axle	Maximum 5500 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Weight Restriction 1: Sum of Axle Weights of Lead Semitrailer Plus Weight of Converter Dolly Axle	If Dimension "A" is less than 3 metres, the weight of the axle(s) on the lead semitrailer plus the weight of the converter dolly axle(s) is limited to a maximum of 17,000 kg for a two axle group or a maximum of 23,000 kg for a three axle group.
Weight Restriction 2: Sum of Axle Weights of Full Trailer or Second Semitrailer	The weight of the second trailer must not exceed the weight of the tractor drive axle(s) plus the weight of the axle(s) on the first semitrailer.
Gross Vehicle Weight Limits:	
Five Axles	Maximum 41 900 kg
Six Axles	Maximum 49 800 kg
Seven Axles	Maximum 53 500 kg
Eight Axles	Maximum 53 500 kg

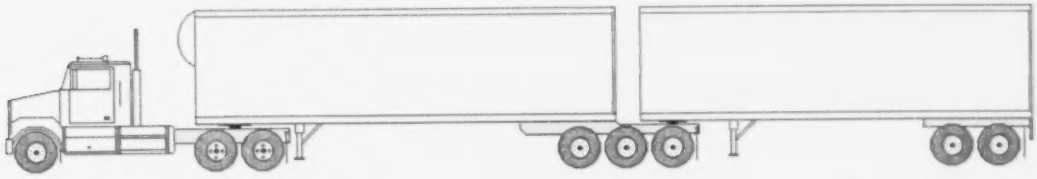
Category 3: B Train Double

Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 25 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Maximum 20.0 m
Tractor:	
Wheelbase	Maximum 6.2 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Lead Semitrailer	
Wheelbase	Minimum 6.25 m
Kingpin Setback	Maximum 2.0 m radius
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle Spread	Minimum 2.4 m/Maximum 3.1 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
Fifth Wheel Position	No more than 0.3 m behind the centre of the rearmost axle on the semitrailer
Second Semitrailer	
Wheelbase	Minimum 6.25 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle Spread	Minimum 2.4 m/Maximum 3.1 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
*** Sum of Semitrailer Wheelbases**	Maximum 17.0 m
Interaxle Spacings	
Single Axle to Single or Tandem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m
Tandem Axle to Tridem Axle	Minimum 5.5 m
Tridem Axle to Tridem Axle	Minimum 6.0 m

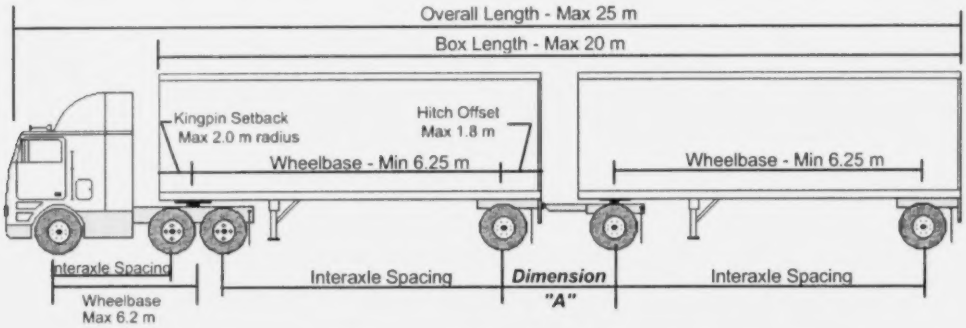
Category 3: B Train Double
Part 2 - Weight Limits


Max 5500 kg
Single Axle - Max 9100 kg
Tandem Axle - Max 17 000 kg
Tandem Axle - Max 17,000 kg
Tridem Axle:
Spread 2.4 to < 3.0 m: Max 21 000 kg
Spread 3.0 to 3.1 m: Max 23 000 kg
Single Axle - Max 9100 kg
Tandem Axle - Max 17 000 kg

WEIGHT	LIMIT
Axle Weight Limits:	
Steering Axle	Maximum 5500 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Tridem Axle:	
Axle Spread 2.4 m to less than 3.0 m	Maximum 21 000 kg
Axle Spread 3.0 m to 3.1 m	Maximum 23 000 kg
Gross Vehicle Weight Limits:	
Five Axles	Maximum 40 700 kg
Six Axles	Maximum 48 600 kg
Seven Axles	Maximum 56 500 kg
Eight Axles	Maximum 62 500 kg

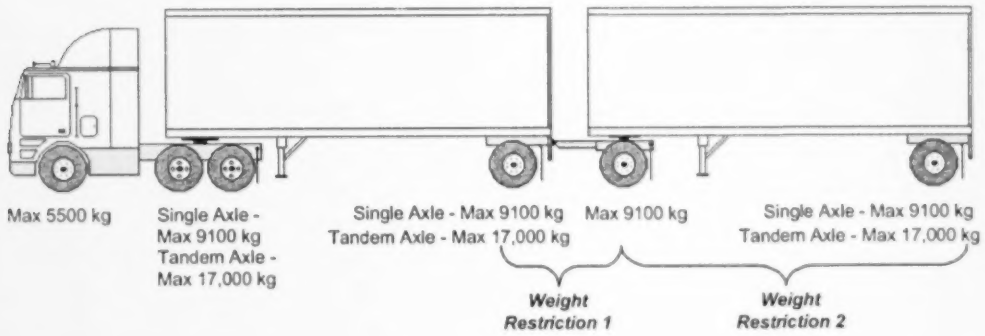
Category 4: C Train Double

Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 25 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Maximum 20.0 m
Tractor:	
Wheelbase	Maximum 6.2 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Lead Semitrailer	
Wheelbase	Minimum 6.25 m
Kingpin Setback	Maximum 2.0 m radius
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Hitch Offset	Maximum 1.8 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
Second Semitrailer or Full Trailer	
Wheelbase	Minimum 6.25 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
C Dolly Drawbar Length	Maximum 2.0 m
Interaxle Spacings	
Single Axle to Single Axle	Minimum 3.0 m
Single Axle to Tandem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m
Dimension "A" (from the centre of last axle on the lead semitrailer to centre of the first axle on the converter dolly or second trailer)	Not controlled

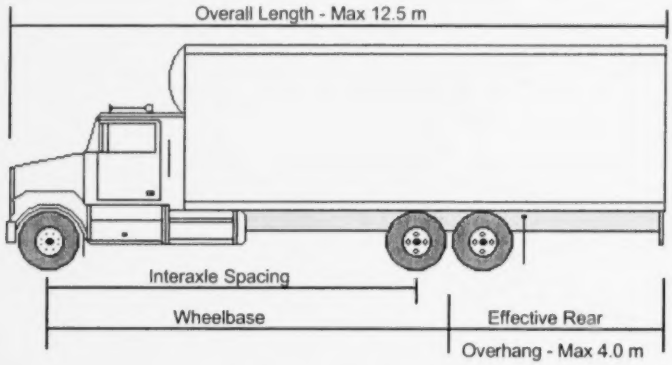
Category 4: C Train Double
Part 2 - Weight Limits


Max 5500 kg
Single Axle - Max 9100 kg Tandem Axle - Max 17,000 kg
Single Axle - Max 9100 kg Tandem Axle - Max 17,000 kg
Max 9100 kg
Single Axle - Max 9100 kg Tandem Axle - Max 17,000 kg
Weight Restriction 1
Weight Restriction 2

WEIGHT	LIMIT
Axle Weight Limits:	
Steering Axle	Maximum 5500 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Weight Restriction 1: Sum of Axle Weights of Lead Semitrailer Plus Weight of Converter Dolly Axle	If Dimension "A" is less than 3 metres, the weight of the axle(s) on the lead semitrailer plus the weight of the converter dolly axle(s) is limited to a maximum of 17,000 kg for a two axle group or a maximum of 23,000 kg for a three axle group.
Weight Restriction 2: Sum of Axle Weights of Full Trailer or Second Semitrailer	The weight of the second trailer must not exceed the weight of the tractor drive axle(s) plus the weight of the axle(s) on the first semitrailer.
Gross Vehicle Weight Limits:	
Five Axles	Maximum 41 900 kg
Six Axles	Maximum 49 800 kg
Seven Axles	Maximum 54 600 kg
Eight Axles	Maximum 58 500 kg

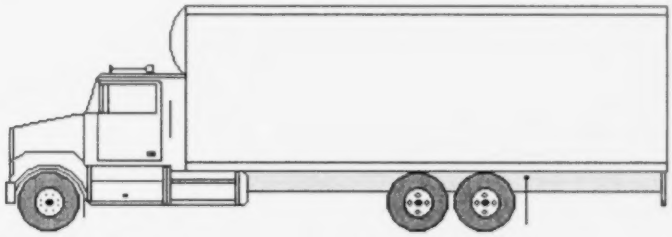
Category 5: Straight Truck

Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 12.5 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Not Controlled
Wheelbase	Not controlled
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Effective Rear Overhang	Maximum 4.0 m
Interaxle Spacings	
Single Axle to Single or Tandem Axle	Minimum 3.0 m

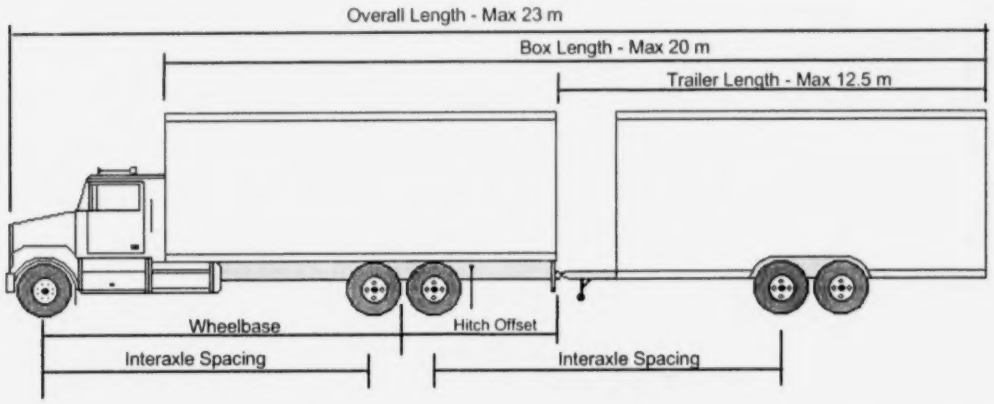
Category 5: Straight Truck
Part 2 - Weight Limits



WEIGHT	LIMIT
Axle Weights:	
Steering Axle	Maximum 7250 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Gross Vehicle Weight Limits:	
Two Axles	Maximum 16 350 kg
Three Axles	Maximum 24 250 kg

Category 6: Truck - Pony Trailer Combination

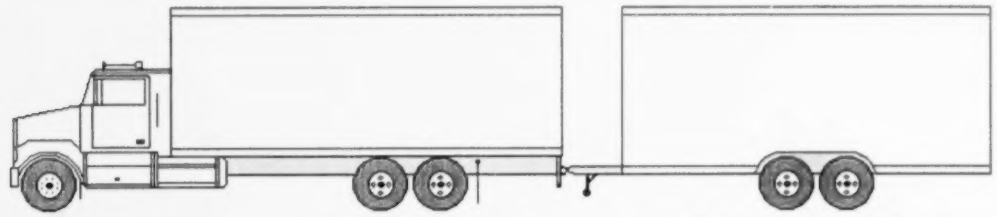
Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 23 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Maximum 20 m
Truck:	
Length	Maximum 12.5 m
Wheelbase	Not controlled
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Effective Rear Overhang	Maximum 4.0 m
Hitch Offset	Maximum 1.8 m
Pony Trailer*	
Length	Maximum 12.5 m
Wheelbase	Minimum 6.25 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle Spread	Minimum 2.4 m/Maximum 2.5 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
Effective Rear Overhang	Maximum 4.0 m
Interaxle Spacings	
Single Axle to Single, Tandem or Tridem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m
Tandem Axle to Tridem Axle	Minimum 5.5 m

* Limits not applicable to pony trailers with Gross Vehicle Weight Rating of less than 10 000 kg.

Category 6: Truck - Pony Trailer Combination
Part 2 - Weight Limits

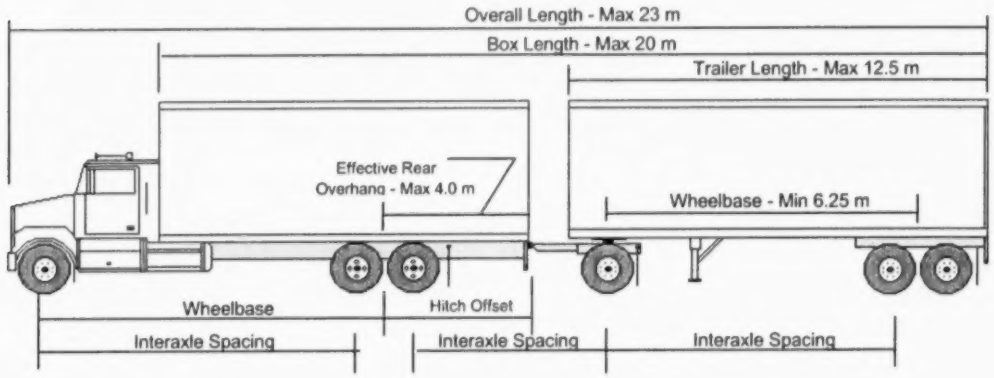

Max 7250 kg
Single Axle - Max 9100 kg
Tandem Axle - Max 17,000 kg
Single Axle - Max 9100 kg
Tandem Axle - Max 17,000 kg
Tridem Axle* - Max 21,000 kg

Note: The maximum spread permitted for a tridem axle group on a pony trailer is 2.5 m.

WEIGHTS	LIMITS
Axle Weight Limits:	
Steering Axle	Maximum 7250 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Tridem Axle:	
Axle Spread 2.4 m - 2.5 m	Maximum 21 000 kg
Gross Vehicle Weight Limits:	
Three Axles	Maximum 25 450 kg
Four Axles	Maximum 33 350 kg
Five Axles	Maximum 41 250 kg
Six Axles	Maximum 45 250 kg

Category 7: Truck - Full Trailer Combination

Part 1 - Dimension Limits



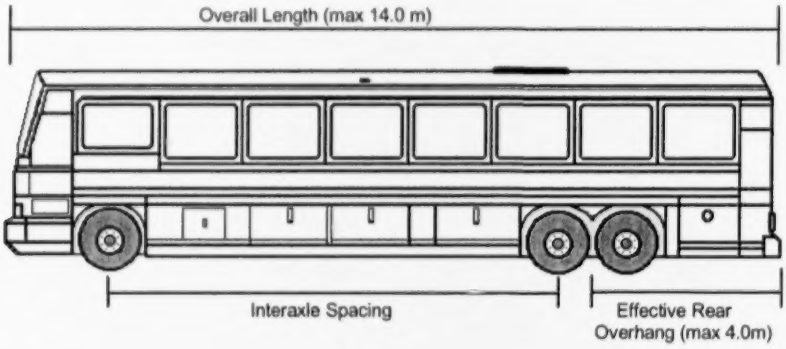
DIMENSION	LIMIT
Overall Length	Maximum 23 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Maximum 20 m
Truck:	
Length	Maximum 12.5 m
Wheelbase	Not controlled
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Effective Rear Overhang	Maximum 4.0 m
Hitch Offset	Maximum 1.8 m
Full Trailer	
Length	Maximum 12.5 m
Wheelbase	Minimum 6.25 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
Converter Dolly	The use of a double drawbar or C Dolly is not permitted on this combination
Interaxle Spacings	
Single Axle to Single or Tandem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m

Category 7: Truck - Full Trailer Combination
Part 2 - Weight Limits

Max 7250 kg
Single Axle - Max 9100 kg
Tandem Axle - Max 17, 000 kg
Single Axle - Max 9100 kg
Tandem Axle - Max 17, 000 kg
Single Axle - Max 9100 kg
Tandem Axle - Max 17, 000 kg
Weight Restriction 1

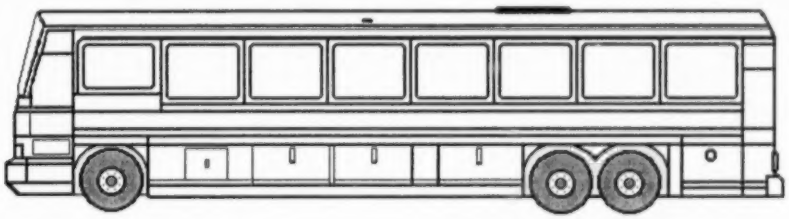
WEIGHT	LIMIT
Axle Weight Limits:	
Steering Axle	Maximum 7250 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Weight Restriction 1: Sum of Axle Weights of Full Trailer 4 Axle Truck-Trailer Combination 5 Axle Truck-Trailer Combination 6 Axle Truck-Trailer Combination 7 Axle Truck-Trailer Combination	 Maximum 17 000 kg Maximum 17 000 kg Maximum 24 000 kg Maximum 31 000 kg
Gross Vehicle Weight Limits:	
Four Axles	Maximum 33 350 kg
Five Axles	Maximum 41 250 kg
Six Axles	Maximum 48 250 kg
Seven Axles	Maximum 53 500 kg

Category 8: Intercity Bus
Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 14.0 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Wheelbase	Not controlled
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Effective Rear Overhang	Maximum 4.0 m
Axle Requirements:	
Overall length 12.5 m or less	Not controlled
Overall length greater than 12.5 m	Minimum 3 axles

Category 8: Intercity Bus
Part 2 - Weight Limits



Max 7250 kg

Single Axle (single tires) - Max 6067 kg
Single Axle (dual tires) - Max 9100 kg
Tandem Axle - Max 17000 kg

WEIGHT	LIMIT
Axle Weights:	
Steering Axle	Maximum 7250 kg
Single Axle (dual tires)	Maximum 9100 kg*
Single Axle (single tires)	Maximum 6067 kg*
Tandem Axle	Maximum 17 000 kg*
Gross Vehicle Weight Limits:	
Two axles	Maximum 16 350 kg
Three axles (8 tires)	Maximum 20 900 kg
Three axles (10 tires)	Maximum 24 250 kg

Note (*) - When there is more than one axle at the rear of the bus, the load carried by the group must be distributed between axles in a ratio corresponding to the number of tires on each axle.

Definitions

Defined Word	Definition
A Dolly	Means a trailer converter dolly that is towed from a single hitch located on the centre line of the towing unit
A Train Double	Means a combination of vehicles composed of a tractor, a semitrailer and either an A Dolly and a semitrailer or a full trailer attached to the lead semitrailer in a like manner as if an A Dolly were used
Axle	Means an assembly of two or more wheels whose centres are in one transverse vertical plane and which transmits weight to the highway
Axle Spread	Means the longitudinal distance between the extreme axle centres of the axle group
Axle Group	Any number of axles, within a single vehicle unit, that equalize loads on adjacent axles within 1000 kg
Axle Weight	Means the total weight transmitted to the highway by the axle or axle group
B Train Double	Means a combination of vehicles composed of a tractor, a semitrailer, followed by another semitrailer attached to the first semitrailer by the means of a fifth wheel mounted on the rear of the first semitrailer
Box Length	Means the longitudinal dimension from the forward most part of the cargo carrying unit(s) or load(s) to the rearmost part of the cargo carrying unit(s) or load(s), exclusive of any extension(s) in the dimension caused by auxiliary equipment or machinery at the front that is not designed for the transportation of goods
C Dolly	Means a trailer converter dolly, with a frame rigid in the horizontal plane that is towed from two hitches located in a horizontal transverse line on the towing unit, that precludes any rotation in the horizontal plane about the hitch points, and which satisfies all requirements of the Canadian Motor Vehicle Safety Standards applicable to such devices
C Train Double	Means a combination of vehicles composed of a tractor, a semitrailer, followed by another semitrailer attached to the first semitrailer by the means of a C Dolly
Drawbar	Means a structural member of a full trailer, pony trailer or trailer converter dolly that includes a device for the purpose of coupling with a trailer hitch or fifth wheel

Drawbar Length	Means the longitudinal distance from the centre of the hole in the fifth wheel of a converter dolly to the centre of the hitching device on the towing vehicle
Drive Axle	Means the axle or axle group that is or may be connected to the power source of a motor vehicle and that transmits power to the wheels
Effective Rear Overhang	Means the longitudinal distance calculated from the trailer turn centre to the rearmost point including load on the trailer or semitrailer
Fifth Wheel	Means a coupling device that is mounted on the vehicle chassis and that consists of a skid plate, associated mounting brackets and latching mechanism that couples or connects to a kingpin located on the other vehicle or component, for the purpose of supporting and towing a semitrailer
Fifth Wheel Offset	Means the longitudinal distance calculated from the center of the hole for the kingpin in the fifth wheel/kingpin assembly to the center of the drive axle unit
Full Trailer	Means a vehicle that is designed to be towed by another vehicle and is so designed and used that the whole of its weight and load is carried on its own axles and includes a combination consisting of a semitrailer and a trailer converter dolly
Gross Vehicle Weight	Means the total weight transmitted to the highway by a vehicle or combination of vehicles
Height	Means the vertical distance from the highest point on the vehicle to the ground
Hitch Offset	Means the longitudinal distance from the towing vehicle turn center to the articulation point of the hitch or fifth wheel used to tow the trailing unit
Interaxle Spacing	Means the longitudinal distance separating two axle or axle groups calculated from the centres of the two adjacent axles
Intercity Bus	Means a vehicle designed to carry more than fifteen passengers and equipped with facilities to allow extended travel without stopping.
Lift Axle	See Liftable Axle
Liftable Axle	Means an assembly of two or more wheels whose centres are in one transverse plane that is equipped with a device for altering (other than by longitudinal movement of the assembly only) the weight transmitted to the highway surface and that may be able to lift its tires from contact with that surface

Kingpin Setback	Means the horizontal distance from the vertical axis through the center of the kingpin to any point on the semitrailer ahead of the kingpin including load but exclusive of any extension to the length caused by auxiliary equipment or machinery that is not designed for the transportation of goods
Length (Full Trailer)	Means the longitudinal dimension from the front of the cargo carrying section of the full trailer to its rearmost point
Length (Pony Trailer)	Means the longitudinal dimension from the front of the drawbar of the pony trailer to its rearmost point
Length (Semitrailer)	Means the longitudinal dimension from the front of the cargo carrying section of the semitrailer to its rear, exclusive of any extension in length caused by equipment or machinery at the front that is not designed for the transportation of goods
Overall Height	Means the greatest overall vertical distance from the highest point on the vehicle or load to the ground
Overall Length	Means the greatest overall longitudinal dimension of a vehicle or combination of vehicles including load
Pony Trailer	Means a vehicle that is designed to be towed by another vehicle, is equipped with a drawbar that is rigidly attached to the structure of the trailer, and is so designed and used that the preponderance of its weight and load is carried on its own axles
Rear Overhang	Means the longitudinal distance calculated from the center of the last axle to the rearmost point, including load, on the trailer or semitrailer
Semitrailer	Means a vehicle that is designed to be towed by another vehicle and is so designed and used that a substantial part of its weight and load rests on or is carried by the other vehicle or a trailer converter dolly through a fifth wheel and kingpin combination
Single Axle	Means one or more axles whose centres are included between two parallel transverse vertical planes 1.2 metres apart
Steering Axle	Means the articulated lead axle or axles of a motor vehicle which govern the direction travelled by the vehicle
Self Steering Axle	Means an axle which articulates in response to forces generated between the tire and the road or through mechanisms or linkages operating independently of the driver of the vehicle
Tandem Axle Group	Means an axle group containing two consecutive axles whose centers are not less than 1.2 meters apart and are attached to the vehicle in a manner which achieves equalized loading between the axles

Tractor	Means a motor vehicle designed to and normally used to pull a semitrailer or a semitrailer and a full trailer or a semitrailer and a semitrailer
Track Width	Means the overall width of an axle across the outside edges of the tires
Tractor Wheelbase	Means the longitudinal distance from the center of the steering axle to the geometric center of the drive axle unit
Trailer Converter Dolly	Means a vehicle unit consisting of one or more axles, a fifth wheel and a drawbar used to convert a semitrailer to a full trailer
Trailer Wheelbase	Means the longitudinal distance from the center of the kingpin of a semitrailer, or the centre of the turntable of a full trailer, or the centre of the hitching device on a pony trailer, to the trailer turn center
Tridem Axle Group	Means an axle group containing three consecutive axles whose extreme centres are not less than 2.4 metres apart, are equally spaced and are attached to the vehicle in a manner which achieves equalized loading among the three axles
Truck	Means a motor vehicle, other than a bus, that is either permanently fitted with a special purpose device, or is designed to and normally used to carry a load, that may operate as a single unit or may pull a trailer other than a semitrailer
Turn Centre	Means the geometric centre of the axle group on a semitrailer or pony trailer or the rear axle group on a truck, tractor or full trailer
Width of Tire	Means the width of the tire as customarily measured and rated by manufacturers of motor vehicles and tires